



Transport in Lydney – Issues and Options Report



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Glossary of Terms

AAP -	Area Action Plan
AP -	Allocations Plan
AQMA -	Air Quality Management Area
CPZ -	Controlled Parking Zone
DFR -	Dean Forest Railway
FoDCS -	Forest of Dean Core Strategy
GCC -	Gloucestershire County Council
HGV -	Heavy Goods Vehicle
LDF -	Local Development Framework
LEP -	Local Enterprise Partnership
LSTF -	Local Sustainable Transport Fund
LTP3 -	Local Transport Plan for Gloucestershire
LTS -	Lydney Transport Strategy
NDP -	Neighbourhood Development Plan
RSS -	Regional Spatial Strategy
RUH -	Route User Hierarchy
SEP -	Strategic Economic Plan
STP -	School Travel Plan
WTP -	Workplace Travel Plan

Executive Summary

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Executive Summary

Context

This Issues and Options Report has been produced by AECOM for Gloucestershire County Council (GCC), presenting the transport issues and options facing Lydney. The purpose of the report is to investigate and identify current transport issues, in addition to likely future issues that might arise in the medium and longer term within the study area, and collate and develop a range of schemes and interventions, across all modes of transport, to address them.

In recent years, a number of policy documents and studies have been completed for transport in Lydney, identifying numerous schemes that are yet to be delivered. This report collates all the existing schemes that have been proposed, and compliments them with the creation of further schemes following a review of existing and future transport issues. The overarching objective is to prioritise a full list of proposals to inform future funding streams and to ensure that the most robust and impactful schemes are delivered whilst reflecting objectives set out in local and regional policy.

Typical of most towns in the UK, travel patterns in Lydney are dominated by the use of the private car, with associated congestion issues at specific hotspots within the town centre. However, the area has great potential for increased use of safe sustainable modes and this Issues and Options Report has therefore focused on the implementation of schemes which will help realise this potential.

This Document

The initial steps in developing the Issues and Options Report involved an examination of current transport characteristics throughout Lydney and a review of associated policy and technical reports, resulting in the identification of a number of issues. Following consultation with key stakeholders, a number of proposed transport objectives were developed to provide focus for the improvement proposals. The objectives are:

- A greener, healthier Lydney through reduced transport emissions;
- Enable sustainable economic growth for Lydney;
- A safer and secure multi-modal transport system;
- Good access to services for all transport modes;
- Integrated and improved transport infrastructure;
- Encourage active and healthy lifestyles through transport improvements; and
- Improve public transport provision for commuters and visitors.

Following the identification of key issues, a number of interventions were developed to enhance local transport provision and improve mode choice for local residents, commuters and visitors to the town. A clear focus was placed on increasing the attractiveness of Lydney as a tourist destination whilst providing economic uplift associated with housing development and industrial growth. The list of potential schemes was then assessed based on key LTP3 indicators and objectives, in addition to funding and deliverability criteria in order to develop the finalised list of prioritised schemes. The interventions developed cover the following areas:

- Direct improvements to **Air Quality**;

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- Enhancements to the existing **cycle and pedestrian network** to ensure improved connectivity of routes and a safer environment for trips to local trip attractors;
- **Connectivity** improvements at specific locations to encourage improved connectivity between transport modes and less reliability on the private car;
- Greater efficiency of existing parking provision through an **improved signage strategy** and prioritisation of non-commuter parking in the town centres;
- Improvements to the **highway** network in order to reduce **congestion** and provide an improved balance between transport modes; and
- Improved **public transport** provision to ensure greater capture of patronage on existing routes and creating a strategy for improved connectivity and provision.

Through the implementation of proposed schemes located across the study area, it is envisaged that many existing problems should be addressed, with increased mode choice, and greater accessibility to routes through a mixture of increased awareness of sustainable travel options and infrastructure improvements. Prioritisation of these schemes is required to assist the identification of schemes that have the potential to affect the greatest change and bring about the most benefit regarding transport issues facing Lydney.

Introduction

1 Introduction

1.1 Background

Gloucestershire County Council (GCC) appointed AECOM to undertake the development of an Issues and Options Report for transport in Lydney. The purpose of the report is to investigate and identify current transport issues, in addition to likely future issues that might arise in the medium and longer term within the study area, and develop a range of schemes and interventions, across all modes of transport, to address them.

In recent years, a number of policy documents and studies have been completed for transport in Lydney, identifying numerous schemes that are yet to be delivered. This report will collate all existing schemes that have been proposed, and compliment these with the creation of further schemes, following a review of existing and future transport issues. The overarching objective is to prioritise a full list of proposals to inform future funding priorities and to ensure that the most robust and impactful schemes are delivered whilst reflecting objectives set out in local and regional policy.

1.2 Development of the Issues and Options Report

The Lydney Issues and Options Report reflects the objectives set out in local transport policy, as well as the Forest of Dean Core Strategy (FoDCS) and Local Enterprise Partnership (LEP) vision.

This Issues and Options Report has been produced following workshops with local stakeholders which provided an opportunity for feedback and comments. This stakeholder engagement, allied with the review of existing documents and liaison with GCC, results in a high degree of consensus over the reporting outcomes. The programme for the development of the Issues and Options Report includes a number of key stages. These are:

Stage 1

- Identification of Issues
- Data and Policy Review
- Consultation
- Determine priority issues

Stage 2

- Development of interventions
- Prioritisation of schemes

Stage 3

- Consult stakeholders with options ahead of prioritisation
- Assessment of scheme deliverability and funding

Stage 4

- Delivery of Issues and Options Report

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1.3 Structure of the Document

The Issues and Options report is structured as follows:

- **Chapter 2** outlines a number of background statistics for Lydney which have been used to examine issues and options;
- **Chapter 3** provides a policy review for transport in Lydney;
- **Chapter 4** sets out transport issues in Lydney;
- **Chapter 5** examines the potential opportunities and barriers that exist in Lydney;
- **Chapter 6** provides a set of objectives for the Issues and Options report; and
- **Chapter 7** sets out prioritised transport proposals for Lydney, based on existing issues and local transport objectives.

Background

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2 Background

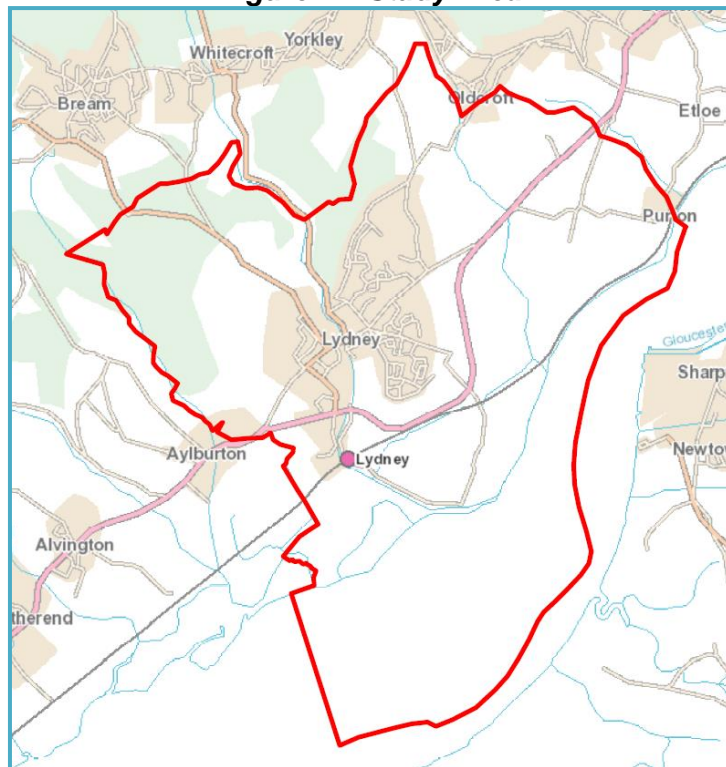
2.1 Context

The parish of Lydney is located on the west bank of the River Severn, within the Forest of Dean district, located on the western periphery of the county of Gloucestershire.

The town of Lydney is an important centre of economic activity in the District due to its location on the A48 intersecting with the principal north-south routes serving the Forest of Dean. Lydney is also the only town within the district that is served by rail.

The development of the Issues and Options Report for Lydney requires an in-depth understanding of both the transport situation within the area and across the wider region. This process has been informed by a review of existing transport information, consultation and observation, which combined have informed analysis of the transport issues facing Lydney.

Figure 2.1 Study Area



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2.2 Available Data

To gain an accurate understanding of the transport conditions throughout Lydney, it is important to collect a range of observed data. This enables the current limitations of the transport network to be understood, and assists in the identification of problem areas.

2011 census has been used as the primary data source regarding population and transport mode choice, coupled with Lydney's Neighbourhood Development Plan (NDP)¹ and Lydney Transport Strategy² and other documents, which have provided details regarding transport characteristics within the area.

To supplement the information gathered from these sources, and to better understand and validate the identified transport issues, a site visit was conducted. Observations during the appraisal of the study area have contributed to the development of this report.

2.2.1 Population

Census data³ demonstrates that Lydney has a total population (2011) of 9,993 with a demographic consisting of 61.4% working age, 20.7% retirement age and 18.1% children.

2.2.2 Land Use Characteristics

Lydney is a fairly compact town, with the main concentrations of housing being elevated from the centre. Lydney acts as an important economic and transport hub for the Forest of Dean district, as it provides access to the area by both road and rail.

Lydney has a well-developed industrial base, principally located to the south and the south west of the town, on the lower lying land offering access to the River Severn. There are a number of large employers in the rubber, paper and engineering sectors.

The town's principal shopping facilities are located along High Street/ Hill Street/ Newerne Street, which together bisect the town centre. Lydney has two main recreation areas, Bathurst Park and the Recreation Trust Ground, with the Harbour also being used and valued by the residents.

Lydney's topography has influenced its evolution. The northern part of the town has undeveloped areas due to its gradient, whereas a large part of Lydney is situated on low-lying land impacted by flooding adjacent to the River Severn. This land has high agricultural land quality and is principally used for dairy farming.

2.2.3 Car Ownership

40% of households in Lydney have two or more cars. This level of car ownership is significantly higher than the national average (29%). Furthermore, the proportion of households within the study area which do not own a car (18%) is lower than the national average, owing to the location, topography and demographic of the area. This indicates that there is a significant reliance on the car as a mode of travel.

¹ (March 2014, Examiner's Version) produced by Lydney Town Council

² Gloucestershire's Local Transport Plan 2011 – 26. Promoting a safe and sustainable transport system.

³ <https://www.nomisweb.co.uk/census/2011> - Forest of Dean 009 -KS102EW

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2.2.4 Travel to work

The travel to work mode split of all employed residents aged 16-74 in Lydney is shown in **Table 2.1**. The proportion of people using the car to travel to work as a driver or passenger is higher than 80%. The proportion using public transport in total is less than 2% which is an indication of the lack of sustainable transport options within the town.

Table 2.1 Mode split of local work journeys⁴

Mode	Residents	%
Bus	30	0.8%
Train	16	0.4%
Car/Passenger	3,108	82.1%
Walk	481	12.7%
Cycle	109	2.9%
Motorcycle	26	0.7%
Other	13	0.3%
Taxi	1	0.0%
TOTAL	3784	100%

2.2.5 Highway Infrastructure

In contrast to other towns in the district, Lydney is well served by road. The A48 is a key road link running from Highnam to Chepstow, bypassing the town centre of Lydney and connecting with the M48 near Chepstow, and with Gloucester and the M5 motorway.

Despite the bypass, many locally generated trips, and those with an origin or destination in the central part of the District, use the B4231 (Bream Road) and the B4234 (New Road), both of which have junctions in the town centre. The effect is that high volumes of traffic movement remain in High Street, Hill Street and Newerne Street which bisect the main shopping area of the town. This is to the detriment of the town centre environment.

2.2.6 Travel by bus

National bus services do not stop in Lydney. The town is served by 21 local bus routes. These services, and associated routes and frequency are shown in **Table 2.2**.

Table 2.2 Bus Service Frequencies from Lydney¹

Number	Service	General Details	Operator	Last Update
1	Coleford to Gloucester (Ribston Hall School)	Private Service, (1 trip)	Colefordian	Sep 2014
23	Coleford to Gloucester	Mon to Sat (every 60 minutes) Sun (every 120 minutes)	Chelt & Glos	Sep 2014
23	Gloucester to Five Acres (Royal Forest Of Dean College)	School terms only, (3 trips, 2 back)	Chelt & Glos	Sep 2014
23A	Cinderford to Lydney	Only this direction, Mon to Fri (1 trip)	Lydney Dial a Ride	Aug 2014

⁴ <https://www.nomisweb.co.uk/census/2011> - Forest of Dean 009 -KS102EW

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Number	Service	General Details	Operator	Last Update
48	Lydney Circular	Details Unknown	Bevan	Sep 2014
392A1	Lydney to Sedbury (Wyedean School)	School terms only, (1 trip)	Bevan	Sep 2014
717	Lydney to Cinderford	Mon to Fri (7 trips) Sat (5 trips)	Bevan	Sep 2014
727	Lydney Circular	Only this direction, Mon to Sat (3 trips)	Bevan	Sep 2014
748	Lydney Circular	School terms only, (2 trips)	Bevan	Sep 2014
755	Lydney to Chepstow	Mon to Fri (5 trips) Sat (4 trips)	Bevan	Aug 2014
755	Lydney Circular	Mon to Sat (2 trips)	Bevan	Aug 2014
755	Lydney Circular	Mon to Sat (2 trips)	Bevan	Aug 2014
757	Lydney Circular	Mon to Fri (4 trips) Sat (3 trips)	Bevan	Sep 2014
786	Pillowell to Gloucester	Thu (1 trip)	Willetts	Sep 2014
791	Sedbury (Wyedean School) to Viney Hill	School service, one way and afternoon only, (1 trip)	Chepstow Classic	Sep 2014
791	Viney Hill to Chepstow	School service, one way and morning only, (1 trip)	Chepstow Classic	Sep 2014

2.2.7 Travel by cycle

There is evidence of an existing cycle network in parts of the town. However, only 3% of commuters cycle to and from work.

2.2.8 Travel by rail

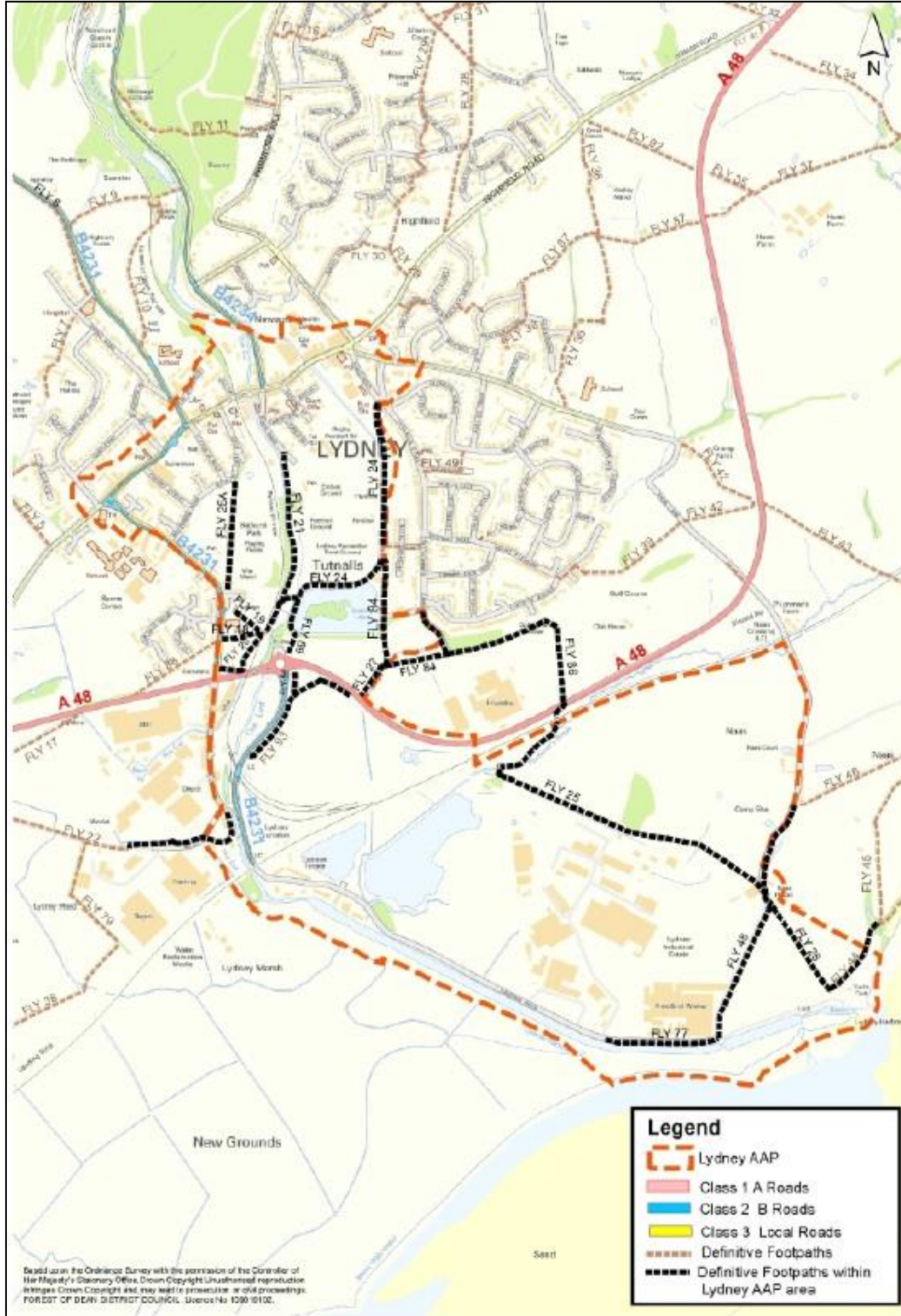
There is a rail station in Lydney, located approximately 1 mile to the south of the town and served by direct trains to Maesteg via Cardiff and Newport and Cheltenham via Gloucester, in addition to Birmingham and Nottingham during the morning peak. This is the only train station within the Forest of Dean District, and is therefore a key station connecting the Forest with the rail network.

2.2.9 Travel by foot

There are several public footpaths throughout Lydney, as detailed in **Figure 2.2**, overleaf.

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Figure 2.2 Public footpaths in Lydney (AAP, 2011)⁵



⁵ Lydney Area Action Plan – Draft Baseline Report. Forest of Dean District Council Draft Document. January 2011. Note: This map only shows public rights of way within the AAP area. An interactive public rights of way map, which covers the rest of the town more comprehensively, can be found on the GCC website: <https://gloucestershire.firmstep.com/default.aspx/RenderForm/?F.Name=B75apJt4Qgo>.

Policy Framework

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3 Policy Framework

This Issues and Options Report is intended to address the transport problems that have been identified through consultation, observation and investigation, which affect the town of Lydney. However, the overall direction and content of the Report needs to respond to the transport objectives and targets as set out in the relevant policy frameworks. This section of the report provides a brief summary of the key policy drivers and documents which form a material consideration, as well as an overarching framework, for the development of this report.

3.1 National Policy Context

There are a number of themes that have emerged regarding carbon reduction and the role that transport can play in facilitating economic development. The general move away from centralised policy towards Localism (and the setting of local targets and objectives) places far more importance on documents such as this report. It should be noted that focusing solely on meeting national policy themes has the potential to jeopardise the ability of transport options for Lydney to deliver the local requirements.

3.1.1 National Planning Policy Framework (NPPF)

The NPPF was introduced in March 2012. Some key guidance in the NPPF that relates directly to transport provision for sustainable development has been outlined below:

- The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.
- All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.
- Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.
- Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles.
- Local planning authorities should identify and protect where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

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Additionally, the NPPF states that local planning authorities should work with other authorities and providers to:

- Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy, telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

3.2 Regional Policy Context

3.2.1 Strategic Economic Plan for Gloucestershire

Gloucestershire has a highly accessible transport network providing good connectivity to highway and rail networks which enables its businesses, commuters and leisure users to move efficiently on local and national transport networks, using both private and public transport. The major arterial route in the county, providing transport links to the midlands, north, and south west, is the M5 motorway.⁶

Specific challenges and opportunities referenced pertinent to Lydney include:

- Facilitating new areas of housing and employment growth in response to the emerging local plan;
- Public transport projects as a response to widely acknowledged congestion; and
- Recognising the benefits improvements can deliver for businesses in Gloucestershire.

The SEP for Gloucestershire supports the Lydney Transport Strategy in order to unlock economic potential contributing towards the A40 connection to the M5 Growth Zone.

3.2.2 Local Transport Plan 3

Gloucestershire's third Local Transport Plan (LTP3) sets out the transport strategy for the County from 2011 to 2026. LTP3 sets out the importance of Gloucestershire's transport system, explaining how a safe and sustainable transport system can be delivered in Gloucestershire within the financial constraints that are likely to exist over the period covered. The LTP3 is subject to ongoing review during which the objectives and policies laid out in it are subject to review.

The LTP3's vision for transport in the future is: *"Providing a safe and sustainable transport network within Gloucestershire"*. LTP3 aims to address national transport priorities at the local level. These have been aligned to four main themes, resulting in the following priority goals for the LTP3:

1. Achieve a greener and healthier Gloucestershire;
2. Support sustainable economic growth;
3. Improve the safety and security of the transport system; and
4. Provide good access to services.

The Lydney Issues and Options Report is intended to highlight existing and forecast transport issues in Lydney that have an impact on the ability of GCC to achieve the goals set out in the LTP3 and summarise the transport options available to the town in order to realise these regional transport priorities at a local level.

Lydney has been referenced on a number of occasions within the Gloucestershire LTP3, including:

- The capacity issue regarding the Railway Station car park;
- The need to improve rail services;

⁶ GFirst LEP. Strategic Economic Plan for Gloucestershire. March 2014

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- Congestion at peak times in the town centre;
- The development of the 'Lydney Highway Strategy' and a phased approach is proposed for its delivery;
- Part of Lydney Town Centre is an Air Quality Management Area; and
- There is a requirement for a quality bus corridor or link from Lydney to Gloucester.

3.3 Local Policy Context

3.3.1 Forest of Dean Core Strategy (FoDCS)

The Core Strategy is the central document in the new Local Development Framework (LDF), and relates primarily to guidance for land use in the Borough Council's area. The document itself contains a number of overarching policies for the Borough, but is also supported by a number of background documents that relate directly to market towns and growth areas.

FoDCS covers all aspects of community and infrastructure. In terms of transport and access in Lydney, the main objectives are:

- Provide a better environment especially for the town centre including the bus station – helping to address wider core strategy objectives.
- New highway, building and environmental improvements (as part of the Lydney Highway Strategy) – key elements delivered as part of the East of Lydney development.
- Optimum use should be made of the railway station which should offer improved facilities including parking, and the Dean Forest Railway (DFR).
- New development will be required to take advantage of the town's access to the rail network and to contribute to the overall highway strategy and other necessary improvements.

In addition, the role of rail freight should be examined at Lydney as a long term opportunity.

The Core Strategy also underlines the importance of Lydney's role in providing opportunities for recreational and tourism development based on the historical and natural attributes of the harbour, the dock and the DFR. The transport infrastructure which serves the town needs to support these ambitions, which set out to encourage greater use of the town centre by visitors.

3.3.2 Emerging Policy – FoDDC Allocations Plan (AP)

The Allocations Plan, together with the Core Strategy, comprises the Local Plan for the Forest of Dean District. Lydney is considered in detail in this document, which looks forward to 2026, providing policies which identify areas for protection and development in the town and surrounding area. The main influence on the AP is the adopted (2012) Core Strategy (FoDCS) and the aims and objectives of this are common to the AP. The AP contains a number of district wide policies referring to sustainable development, high quality design in development, local and traditional characteristics maintained in development and ensuring local character and assets are well maintained and promoted.

Key issues and opportunities for Lydney, particularly relevant to transport, have been highlighted and include:

- Improve the use and facilities of the mainline station;
- Provide a better environment especially for the town centre including the bus station. New highway building and environmental improvements are part of the Lydney Highway Strategy;
- Key elements of this strategy are to be delivered as part of the east of Lydney development. This will result in a better environment and will therefore support the wider objectives of the plan's strategy;

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- Promote Lydney in a sustainable manner as serving the Forest of Dean, gaining maximum advantage from its location and encourage greater use of the town centre by visitors;
- To enhance provision in the town, to improve access where difficult and to ensure that the needs of the community are met as it continues to develop;
- To reduce the impact of through traffic on the town centre; and
- To address air quality issues especially those arising from the Air Quality Action Plan.

A number of the AP policies are relevant to the transport issues facing Lydney, including:

- AP39 - Lydney Town Centre Highway improvements
- AP40 - Lydney Harbour (recreation and tourism)
- AP44 - Lydney Harbour Area – Cycling and walking
- AP49 - Railway Station Area
- AP52 - Improvement Corridor from Station to Lydney Town Centre

3.3.3 *Emerging Policy - Lydney Neighbourhood Development Plan (NDP)*

Neighbourhood Development Plans are a new type of planning document. NDPs aim to give people a greater say in the planned development within their community and provide a focal point for local communities working with Local Authorities, Developers and other Stakeholders. Lydney's NDP is effective for 10 years from 2014 to 2024 and covers the parish of Lydney. The NDP plan policies cover:

- The environment;
- Housing;
- Town centre improvements;
- Water management;
- Internet connectivity and technology;
- Highway and pedestrian infrastructure; and
- The Harbour.

It covers ongoing projects and has been used to assist the identification of issues, particularly relating to the transport network in and around Lydney.

Local Issues

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4 Local Issues

4.1 Introduction

This section builds upon the previous policy and transport review by detailing the identified problems specific to Lydney, by transport mode and subject. The problems have been identified via a number of means, as described below.

4.1.1 Literature Review

In order to understand the issues associated with transport in Lydney, the following documents have been reviewed:

1. Lydney Neighbourhood Development Plan – Examiner’s Version (March 2014)
2. Lydney Neighbourhood Development Plan – Consultation Statement
3. Lydney Area Action Plan – Draft Baseline Report (2011)
4. Lydney Transport Strategy Proforma
5. Lydney Highway Strategy review (1999)
6. Lydney - Forest of Dean District Council Local Plan Review (Part 1 and Part 2)
7. Forest of Dean District Council – Core Strategy Adopted Version (2012)
8. S106 records for proposed development
9. Gloucestershire’s Local Transport Plan (LTP3)
10. Network Rail Master Plan for Lydney Station (December 2013)
11. Gloucestershire County Council Advisory Freight Route Map
12. Lydney Enhanced Transport Strategy (Subject to a GLTB Major Scheme Suggestion Proforma submitted by FoDDC March 2013)
13. Portfolio of potential future transport schemes in Gloucestershire⁷
14. Turning the Tide at Lydney (a Community Strategic Plan)
15. Lydney NDP website
16. 2011 Census data
17. Forest of Dean Area Transport Strategy
18. Lydney Revolutions – NDP proposal for cycling routes in Lydney (July 2014)
19. Forest of Dean District Council (FODDC) Allocations Plan Pre Publication Draft (July 2014)

The above sources of information have been used to provide an initial list of issues to build upon.

7

http://glostext.gloucestershire.gov.uk/documents/s16709/GCC%20schemes%20to%20be%20submitted%20to%20LTB%20Cabinet%20report%20Appendix%201_20130214.pdf

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4.1.2 Stakeholder Engagement

In order to further develop an understanding of transport issues in Lydney, stakeholder engagement has occurred throughout the development of this Issues and Options Report:

- GCC Local Transport Plan workshop in Mitcheldean. This included a workshop for stakeholders from the Gloucestershire area, aimed at identifying transport issues for the wider area. Despite this, a number of stakeholders raised important issues pertaining to the Lydney transport system, helping to inform the existing list of issues assembled from the available literature prior to the meeting.
- Officer and Stakeholder workshops. Following the collation of initial information, workshops were held. This provided an opportunity to gain detailed local knowledge of the issues and also to supplement the existing evidence base.

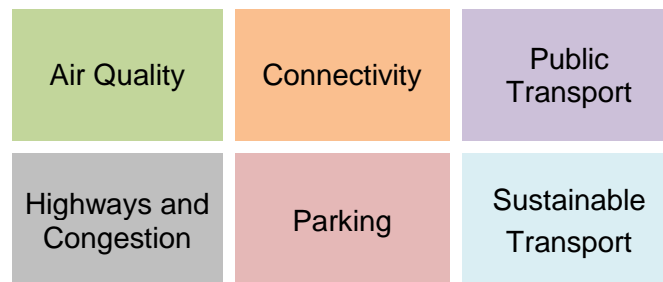
4.1.3 Transport Audit

These observations have been a key input into the formation of options. Following the audit, the observations were shared with stakeholders at a subsequent engagement meeting.

The purpose of these exercises was to identify and collate a comprehensive record of the transport issues in Lydney. Having gathered this information, it was then possible to refine and validate the long list of identified issues to produce a final list of issues, examined in the following sections.

4.2 Lydney Transport Issues

The following section reviews a number of key themes in terms of current policy context, and issues identified through review of existing literature, engagement meetings and site visits. There are six broad key themes:



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4.3 Air Quality

Relevant LTP 3 Goals:

- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change
- To improve quality of life for transport users and non-transport users and to promote a healthy natural environment

As transport is a major contributor to poor air quality, Gloucestershire County Council has focussed on the reduction of transport emissions as one of the main LTP3 objectives.

The Council is focussed on improving air quality in all areas, but especially in those which have been identified as an Air Quality Management Area (AQMA). Lydney Town Centre was declared as an AQMA on the 1st of July 2010 due to the amount of traffic and excessive congestion at peak times, resulting in elevated NO₂ concentrations. Forest of Dean District Council has been working together with Gloucestershire County Council to examine ways in which transport related air pollution could be mitigated. The Forest of Dean District Council are working on an AQMA Action Plan, outlining a methodology for assessing the potential impact of various transport schemes in Lydney.

Table 4.1 Air Quality List of Issues

Issue ID	Issue/Problem	Source
E1	Air Quality in Lydney	LTP

4.4 Highways and Congestion

Relevant LTP 3 Goals:

- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change
- To improve quality of life for transport users and non-transport users and to promote a healthy natural environment
- To support economic competitiveness and growth by delivering reliable and efficient transport networks

As it is highlighted within the Lydney NDP document, there are existing capacity constraints across Lydney’s highway network, with congestion likely to worsen following the completion of developments throughout the eastern extents of the town. GCC’s LTP3 also expects traffic congestion to be a significant issue during peak times in Lydney due to new development, hence its commitment to implement the schemes listed in LTP3.

There is a need to drastically improve the road network, reducing current congestion and ensuring improved access through the town from settlements surrounding Lydney, whilst reducing congestion and air pollution.

The NDP identifies a number of issues, with others identified and addressed by proposals outlined in a GLTB scheme assessment proforma, aimed at securing funding for some aspects of the Lydney Transport Strategy (phases 1 and 2). These have been used, amongst other documents and stakeholder consultation, to arrive at a list of highways and congestion issues in Lydney, as shown in **Table 4.2.**

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Table 4.2 Highways and Congestion List of Issues

Issue ID	Issue/Problem	Source
CH1	Town Centre congestion at Bream Road/Hill Street Junction	Lydney Neighbourhood Development Plan
CH2	Proposed development will put further strain on current transport infrastructure	LTP, A LEP Bid (GLTB Proforma) - Lydney Transport Strategy
CH3	Inappropriate crossing at north junction with Bypass	Lydney Enhanced Transport Strategy
CH4	Conflict between industrial vehicles and tourism activities on Harbour Road	Lydney Neighbourhood Development Plan
CH5	Pinch point on a known HGV route	A LEP Bid (GLTB Proforma) - Lydney Transport Strategy
CH6	Town Centre congestion at Albert Street/Newerne Street Junction	A LEP Bid (GLTB Proforma) - Lydney Transport Strategy , Lydney Area Action Plan, FoDDC Allocations Plan
CH7	High proportion of goods traffic travelling into and around the Town Centre	Lydney Neighbourhood Development Plan
CH8	Potential Naas Lane congestion could be an issue due to new developments	AECOM
CH9	Strategic HGV Movements	Lydney Neighbourhood Development Plan
CH10	Town Centre congestion at Forest Road/ Newerne Street Junction	Lydney Neighbourhood Development Plan

4.5 Connectivity

Relevant LTP 3 Goal:

- To support economic competitiveness and growth by delivering reliable and efficient transport networks.

Barriers such as topography and major arterial highway routes sometimes cause severance to travel, particularly for non-motorized users. These obstacles can be addressed by delivering infrastructure improvements. However, if there is a lack of connectivity between different modes of transport, the network cannot fully support safe and sustainable travel or make use of key features such as the bus and rail stations. Connectivity is important in developing an accessible and resilient network. Thus, efforts to increase connectivity must be made to improve and maintain Lydney's transport network.

Table 4.3 provides a full list of connectivity issues that have been identified.

Table 4.3 Connectivity List of Issues

Issue ID	Issue/Problem	Source
CN1	Connectivity with The Forest of Dean	Lydney Enhanced Transport Strategy
CN2	Severance - Station to Lydney Junction	A LEP Bid (GLTB Proforma) - Lydney Transport Strategy, Network Rail Master Plan
CN3	Multimodal Connectivity	Lydney Neighbourhood Development Plan, LTP
CN4	Wayfinding (from station in particular)	AECOM

Capabilities on project:
Transportation

4.6 Parking

Relevant LTP 3 Goal:

- To improve quality of life for transport users and non-transport users and to promote a healthy natural environment

As identified in the LTP3, Lydney Railway Station Car Park is often at capacity during the week. This has been highlighted as a possible deterrent for commuters who might otherwise consider using the train as part of their journey to and from work and is cited as a reason for a lack of train patronage. There is considerable overspill parking on nearby roads, which can affect visibility at junctions and pedestrian crossing points.

The impact on resident parking is likely to be exacerbated by further development and congestion in the town centre, which was highlighted during stakeholder consultation. These issues are shown in **Table 4.4**.

Table 4.4 Parking List of Issues

Issue ID	Issue/Problem	Source
PK1	Lack of parking at Lydney Railway Station	LTP, Network Rail Master Plan
PK2	Resident Parking	Workshop

4.7 Public Transport

Relevant LTP 3 Goal:

- To promote greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society

As stated in the Lydney NDP, public transport in Lydney needs to be integrated in order to be accessible to the entire community, linking residential, employment and leisure locations. Concerns regarding a lack of train and bus services have been raised, with public transport a priority for stakeholders.

Table 4.5 Public Transport List of Issues

Issue ID	Issue/Problem	Source
PT1	Train Frequency	Stakeholder Workshops
PT2	Bus Frequency	Stakeholder Workshops

Capabilities on project:
Transportation

4.8 Sustainable Transport

Relevant LTP 3 Goal:

- To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health
- To promote greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change
- To improve quality of life for transport users and non-transport users and to promote a healthy natural environment

An increase in the use of sustainable modes of transport will have a number of direct and indirect benefits. Health benefits will be experienced by those choosing more active modes, while an increase in bus and train patronage as well as cycling and walking will result in a decrease in car use, accompanied by a reduction in congestion and improvements in local air quality. It is anticipated that efforts to move to more sustainable modes of travel in Lydney will result in a more attractive overall town centre environment for residents and visitors alike.

Table 4.6 provides a list of sustainable transport issues in Lydney. Many of these relate to gaps in the walking and cycling network, which should be addressed to promote sustainable modes of transport.

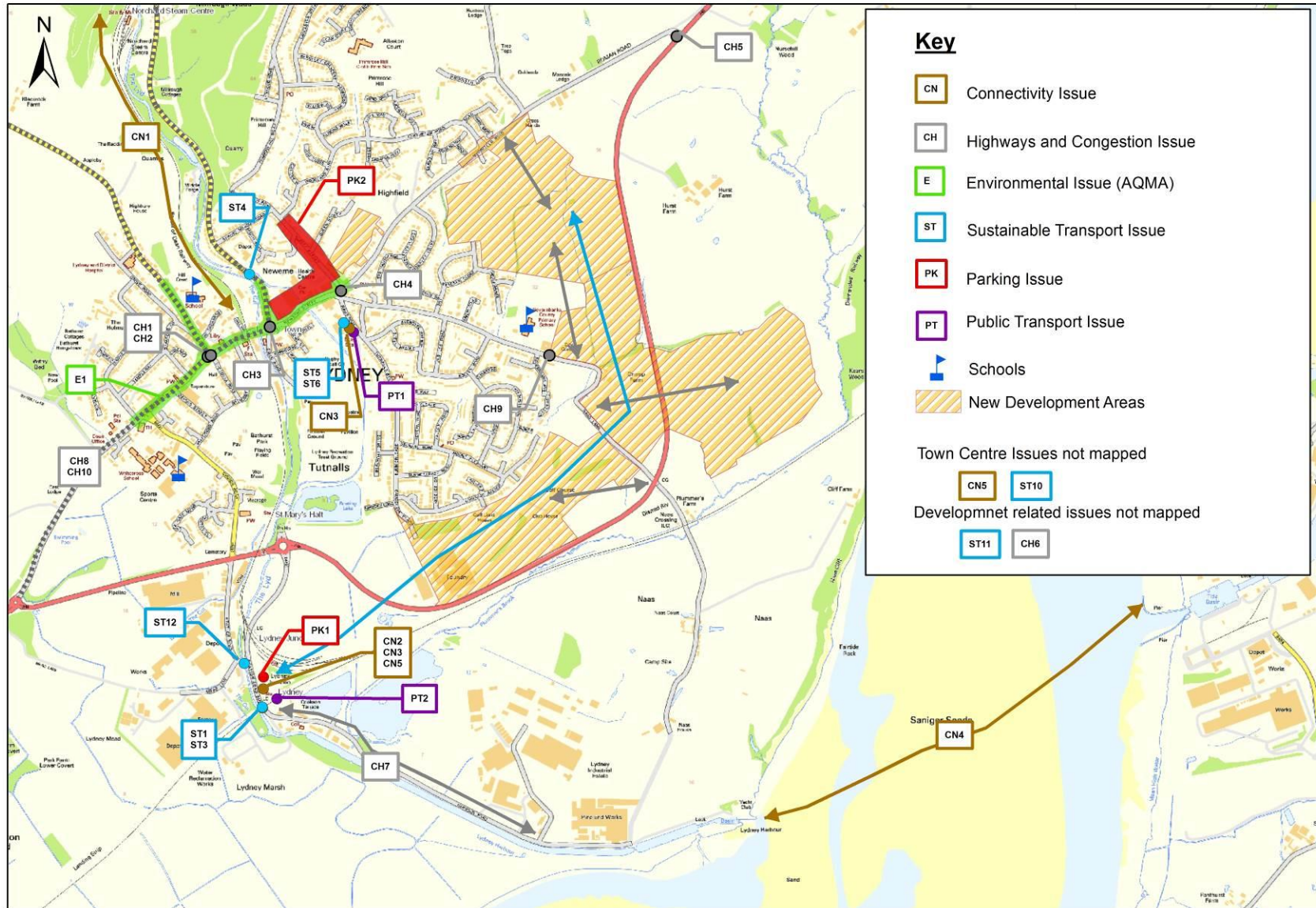
Table 4.6 Sustainable Transport List of Issues

Issue ID	Issue/Problem	Source
ST1	Safety concerns regarding pedestrian facilities at the at-grade crossing on Station Road	A LEP Bid (GLTB Proforma) - Lydney Transport Strategy , Network Rail Master Plan
ST2	Inadequate cycling route(s) to Lydney Railway Station	A LEP Bid (GLTB Proforma) - Lydney Transport Strategy , Network Rail Master Plan
ST3	Inadequate pedestrian route(s) to Lydney Railway Station	A LEP Bid (GLTB Proforma) - Lydney Transport Strategy , Network Rail Master Plan
ST4	Lack of pedestrian facilities on Forest Road	AECOM
ST5	Lack of pedestrian routes to Bus Station	AECOM
ST6	Lack of cycling routes to Bus Station	AECOM
ST7	Connectivity to New Developments (in particular pedestrian/cycling)	LTP, AECOM
ST8	Sustainable transport options for out commuting	LTP, AECOM
ST9	Links from the developments to the station	A LEP Bid (GLTB Proforma) - Lydney Transport Strategy
ST10	Lack of school travel plans	GCC Officer Engagement Meeting
ST11	Connectivity between schools and proposed developments	GCC Officer Engagement Meeting
ST12	Poor lighting, surfacing, legibility of signage on existing connection from Station to Church Road	Network Rail Master Plan

Figure 4.1 summarises the issues and their locations throughout Lydney.

Capabilities on project:
Transportation

Figure 4.1 Lydney Transport Issues Map



Local Opportunities / Future Pressures

Capabilities on project:
Transportation

5 Local Opportunities / Future Pressures

5.1 Introduction

This section identifies the future development options and opportunities throughout Lydney, and provides an insight into the impact that growth and development may have on the local transport infrastructure, and the implications for the town.

5.2 Growth in Lydney

5.2.1 *Development*

The Forest of Dean Core Strategy (February 2012) indicates that 1,900 new dwellings are to be provided by 2026 in Lydney. Additionally, the Core Strategy also provides for up to 200 further dwellings as part of a “mixed development” sited between the Harbour and the Town Centre, as part of the FoDDC emerging Allocations Plan (AP). The FoDCS also identifies about 30 hectares of employment land and additional retail floor space.⁸

Given the constraints of the town boundary, flood zone areas and local topography, much of the proposed future development will be located to the east and southeast of the town centre, making use of its proximity to the A48. Transportation issues are likely to arise from the emergence and location of these developments, which are predominately residential. These potential issues are important to future transport plans for the town and the impact of these development sites should be considered thoroughly when transport options are being developed for Lydney.

5.2.2 *Sustainable Tourism*

Lydney has been cited as the ‘Gateway to the Forest’ due to its location. Lydney’s proximity to the A48 and also being the only town in the Forest of Dean that is served by rail results in a huge potential as a hub for sustainable tourism in the area. This potential is something that the town itself, as well as the wider Forest of Dean district, could benefit from.

Improving transportation infrastructure in Lydney will both aid the ability of the Forest as a whole to draw in more visitors, whilst supporting and opening up some of Lydney’s key attributes, namely the harbour, the dock and the Dean Forest Railway. An increase in tourism, particularly sustainable tourism, will see an increase in the number of visitors using sustainable modes, as part of a segmented journey through Lydney Town Centre. Transport infrastructure to facilitate this sustainable tourism, bringing visitors by foot, cycle and rail to the town centre, will support the Forest of Dean Core Strategy aim to provide a better environment.

⁸ Forest of Dean District Council, February 2012, Core Strategy Examiner’s Version

Local Objectives

Capabilities on project:
Transportation

6 Local Objectives

While the ultimate aim of the Issues and Options Report is to enable Lydney to grow and flourish in a sustainable way, the eventual development of interventions will need to be measured against a set of relevant national and regional objectives. It is important that the town centre maintains the vitality of local shops and businesses, but also improves sustainable access and local services, promote more active and healthier lifestyles and reduce CO₂ emissions by reducing the reliance on the private car. Through a set of workshops, and the examination of primary and secondary information, the following transport objectives have been proposed for Lydney:

- A greener, healthier Lydney through reduced transport emissions;
- Enable sustainable economic growth for Lydney;
- A safe and secure multi-modal transport system;
- Good access to services for all transport modes;
- Integrated and improved transport infrastructure;
- Encourage active and healthy lifestyles through transport improvements; and
- Improve public transport provision for commuters and visitors.

Opportunities and Interventions

Capabilities on project:
Transportation

7 Opportunities and Interventions

7.1 Introduction

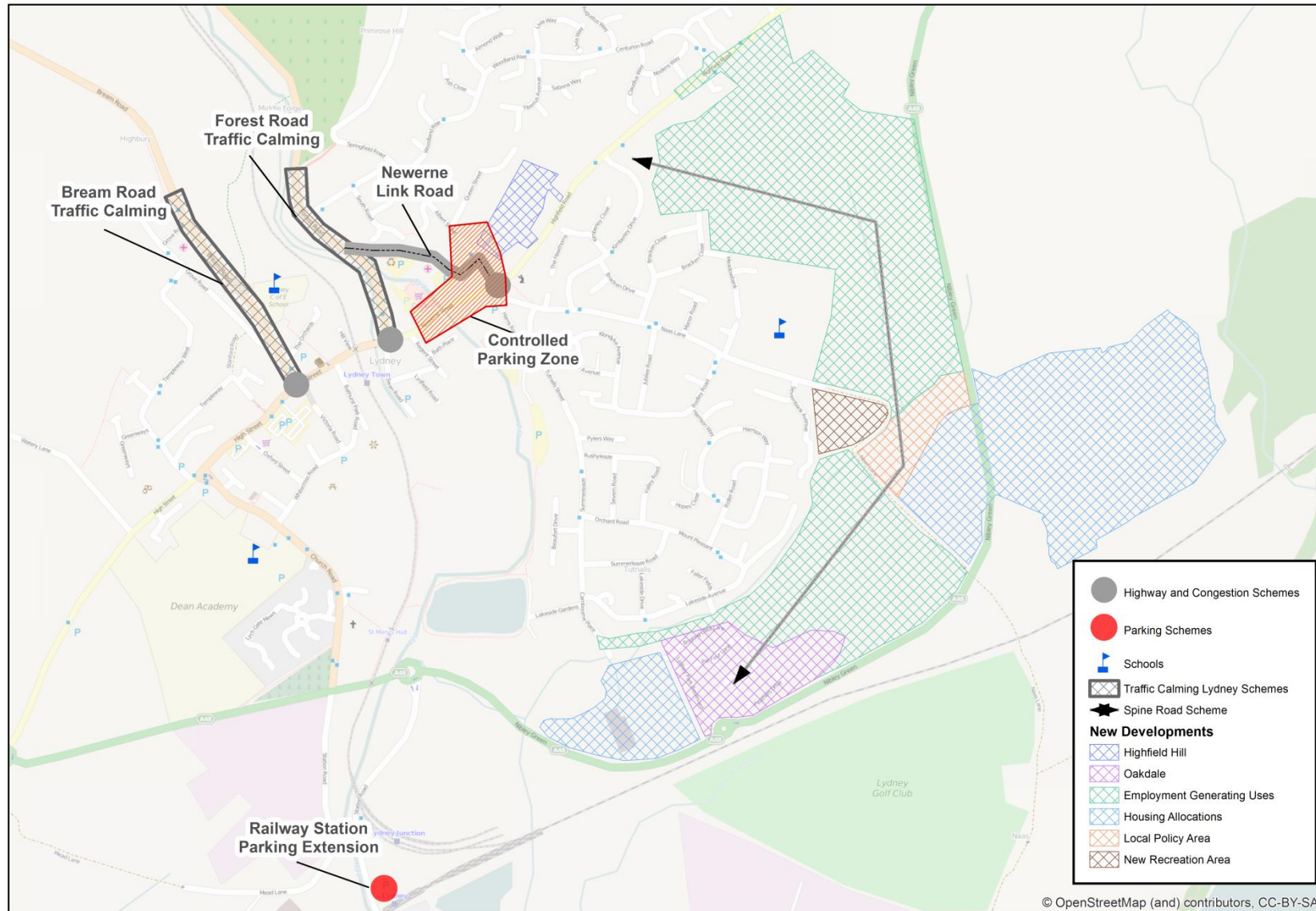
A variety of transport proposals have been developed for Lydney over recent years, aimed at addressing many of the transport issues that the town currently faces as well as issues that may arise in the future. These proposals cover all transport modes and vary from simple interventions to much more complex schemes. They cover proposals ranging from those that are still at a conceptual stage through to detailed schemes that have secured both Local Growth Fund and/or s106 funding.

Existing scheme proposals have been collated within the Issues and Options Report, with additional measures developed based on other identified transport issues. This section outlines the scheme proposals and explains the methodology employed in prioritising those schemes.

Figures 7.1, 7.2 and 7.3 are maps of the Lydney area outlining the numerous schemes referred to in the Opportunities and Interventions section of the report. These measures have been broken down into the categories 'Highway', 'Congestion and Parking', 'Sustainable Transport' and 'Public Transport and Connectivity'.

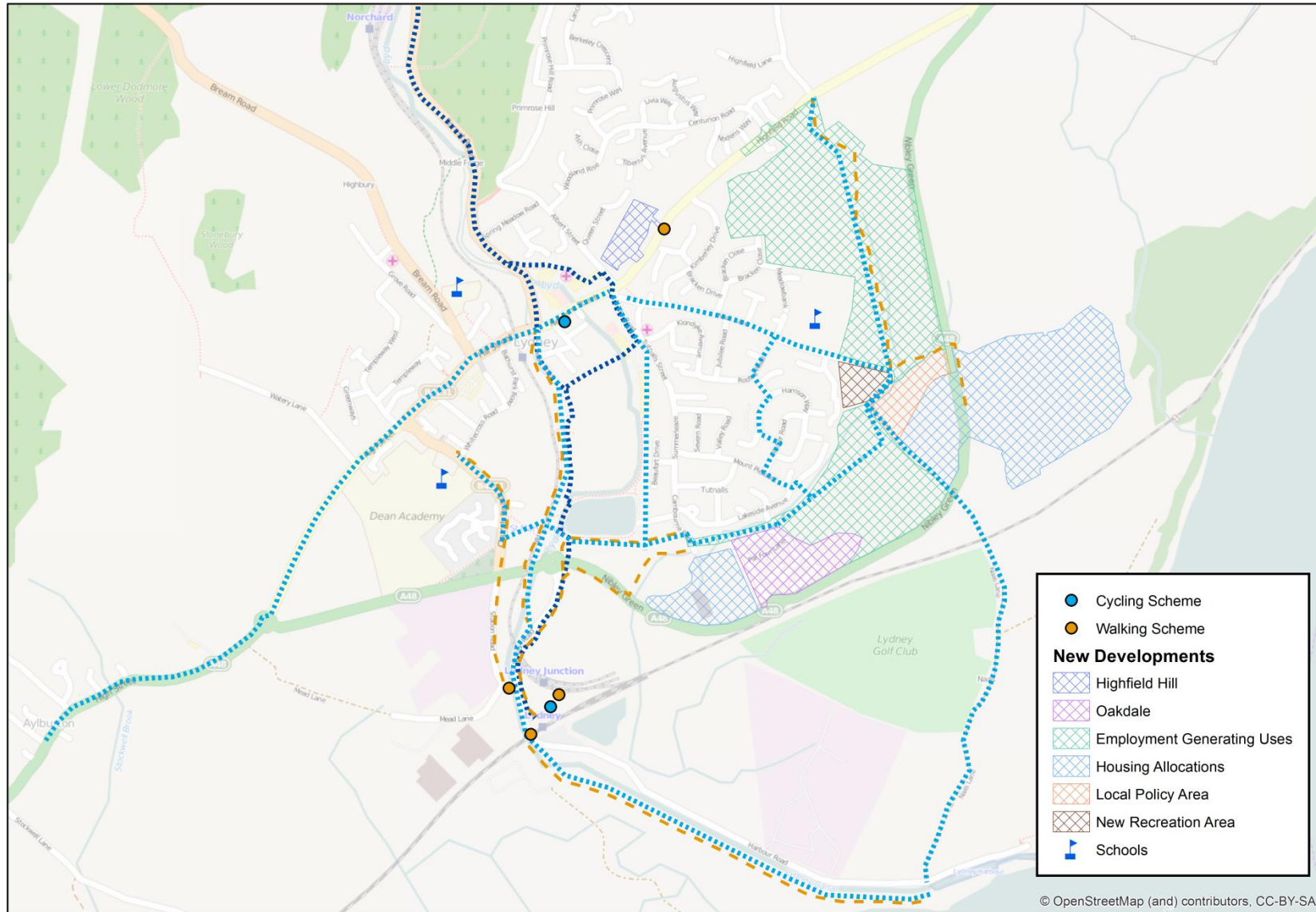
Capabilities on project:
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Figure 7.1 Highway, Congestion and Parking scheme proposals



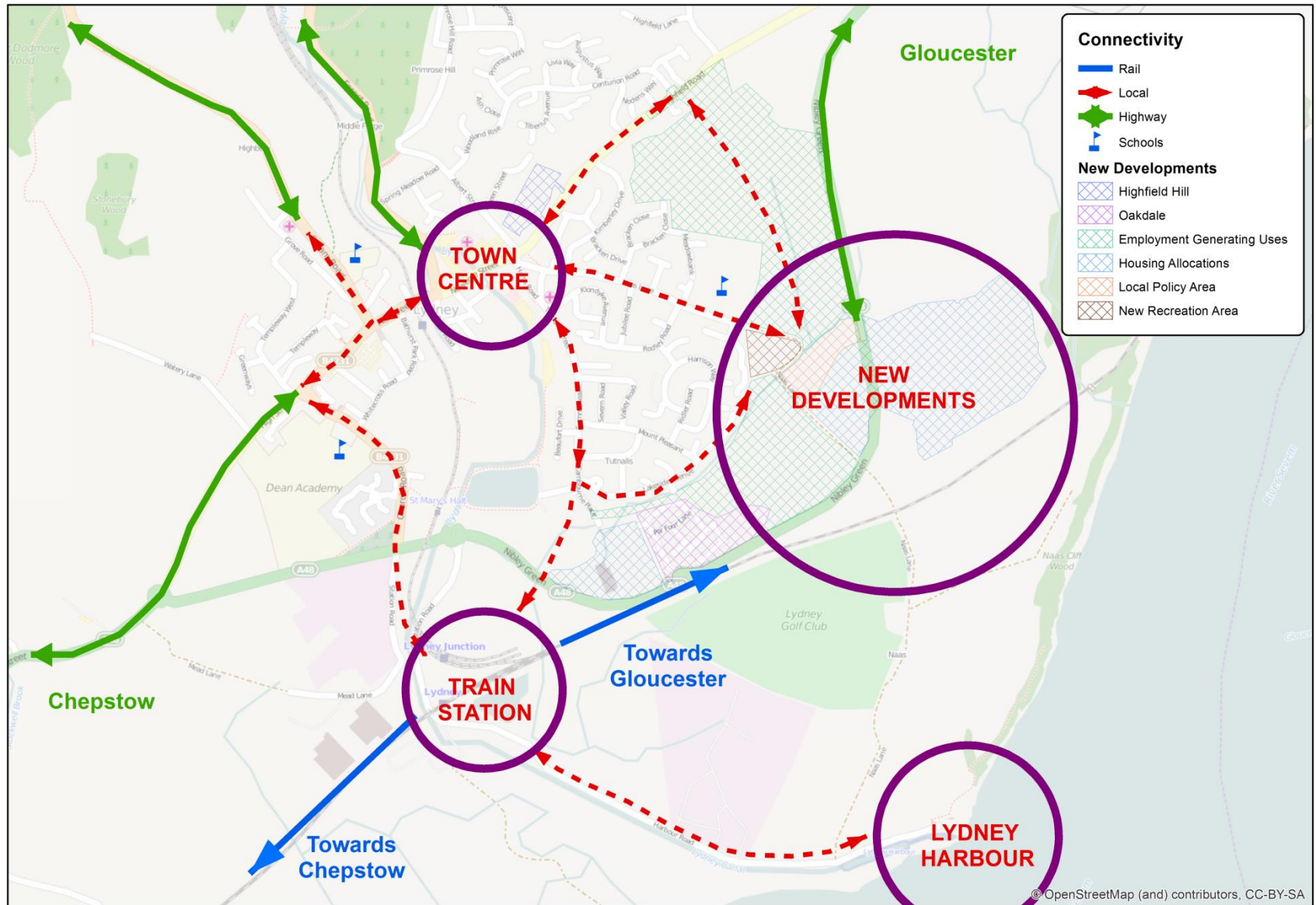
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Figure 7.2 Sustainable Transport scheme proposals



Capabilities on project:
Transportation

Figure 7.3 Public Transport and Connectivity scheme proposals



Capabilities on project:
Transportation

7.2 Funded Schemes

A number of transport schemes have secured provisional funding in Lydney following various funding bids and s106 agreements. It should be noted that these are funded in principle and not guaranteed at this point.

S106 Contributions

Development Site	Purpose	Contribution
Land off Lydney Bypass and Highfield Road, Lydney, Gloucestershire - DF.08/1097/13914 Triggers:	Public transport subsidy contribution	£345,000
	Residential land use off site highway contribution	£487,500
	Sustainable transport contribution	£62,500
	Travel Plan monitoring	£30,000
	<ul style="list-style-type: none"> Public transport subsidy contribution, £75,000 on 50th occupation and then £75,000 on first, second, third anniversary of 50th occupation and finally £45,000 on fourth anniversary of 50th occupation. Offsite highway contribution - £50,000 on 50th occupation, £625 per additional occupied dwelling reviewed annually of anniversary of 50th occupation. Half of sustainable transport contribution on 50th occupation; remainder of contribution on 150th occupation. Travel Plan contribution £5,000 a year for 6 years. 	
Land at Naas Lane, Lydney, Gloucestershire (Lydney 'A') - DF.13/0412/12949 Triggers:	Employment land use highway strategy contribution	£612,565
	Employment land use transport strategy contribution	£80,732
	Residential land use highway strategy contribution	£275,210
	Residential land use transport strategy contribution	£45,412
	<ul style="list-style-type: none"> Employment contributions reviewed on first occupation and every anniversary thereafter and based on percentage of employment buildings occupied. Residential contributions – six equal installments on 50th, 100th, 150th, 200th, 250th and 300th occupation. 	
Land South of Lakeside Avenue Tutnalls, Lydney - DF.09/1009/13044 Triggers:	Bus stop contribution	£6,000
	Lydney Highway Strategy contribution	£769,350
	Public Transport Subsidy	£154,000
	Railway contribution	£19,000
	Sustainable Transport contribution	£24,000
<ul style="list-style-type: none"> Bus stop contribution - 50th occupation on Phase 1. Lydney Highway Strategy contribution - £126,610 on 1st occupation on Phase 2 then 3 payments of £214,246 on 50th, 200th, and 315th occupations - all on Phase 2. Public Transport contribution – five equal installments on 50th occupation on Phase 1, first anniversary of 50th occupation on Phase 1 then second, third and fourth anniversaries – all on Phase 1. Railway contribution - 100th occupation on Phase 1. Sustainable transport contribution - 100th occupation on Phase 1. 		
Land at Hurst Farm, Lydney - DF.04/1327/13049 Triggers:	Off-site highway improvement	£995,000
	<ul style="list-style-type: none"> Contributions reviewed on first occupation and every anniversary thereafter and based on gross area of employment land that has been occupied. 	
Land at Highfield Road, Lydney - DF.11/1089/13018 Triggers:	Pedestrian Crossing contribution	£11,510
	<ul style="list-style-type: none"> On commencement of development. 	
Land at Highfield Road, Lydney	Lydney Highway Strategy contribution	£105,026

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(2) - DF.13/1829	Lydney Transport Strategy contribution	£18,537.83
	Travel Plan contribution	£48,540
Triggers:	<ul style="list-style-type: none"> Lydney Highway and Transport Strategies – 50% on Commencement, 25% on first occupation and the remainder on the occupation of 50% of the dwellings approved. Travel Plan contribution – prior to first occupation. 	
Land at Driffield Road and Allaston Road - DF.13/1284	Lydney Highway Strategy contribution	£59,454
	Lydney Transport Strategy contribution	£12,818
Triggers:	<ul style="list-style-type: none"> Lydney Highway Strategy contribution – prior to 100th occupation. Lydney Transport Strategy contribution - prior to 100th occupation. 	

Growth Fund Funded Schemes

A SEP 1 funding bid has been successful for the provisional sum of £1,000,000 for 4 elements of the Lydney Transport Strategy. These are:

- Bream Road Junction Improvement. Phase 1 – Signalisation;
- Re-open the Underpass on Station Road;
- Cycle link from Town Centre to Lydney Railway Station; and
- Car parking extension at Lydney Railway Station.

These schemes have not been included in the prioritisation exercise undertaken to assess the transport options that have been developed to varying degrees in Lydney. Funding has been sought and secured for these schemes, prior to completion of this report.

Bream Road Junction Improvement. Phase 1 – Signalisation

REF: 01

Source:	Lydney Transport Strategy (LTS) - LEP Bid (GLTB Proforma)
Funding Stream:	LTS Phase 1 - provisional funding allocation through Growth Fund and s106.
Indicative Cost Band:	£100k-500k
Key Partners	Lydney Town Council
Timescale	0-2 years
Interdependency	Important to consider potential Phase 2 – Capacity improvements in design (Scheme 22)

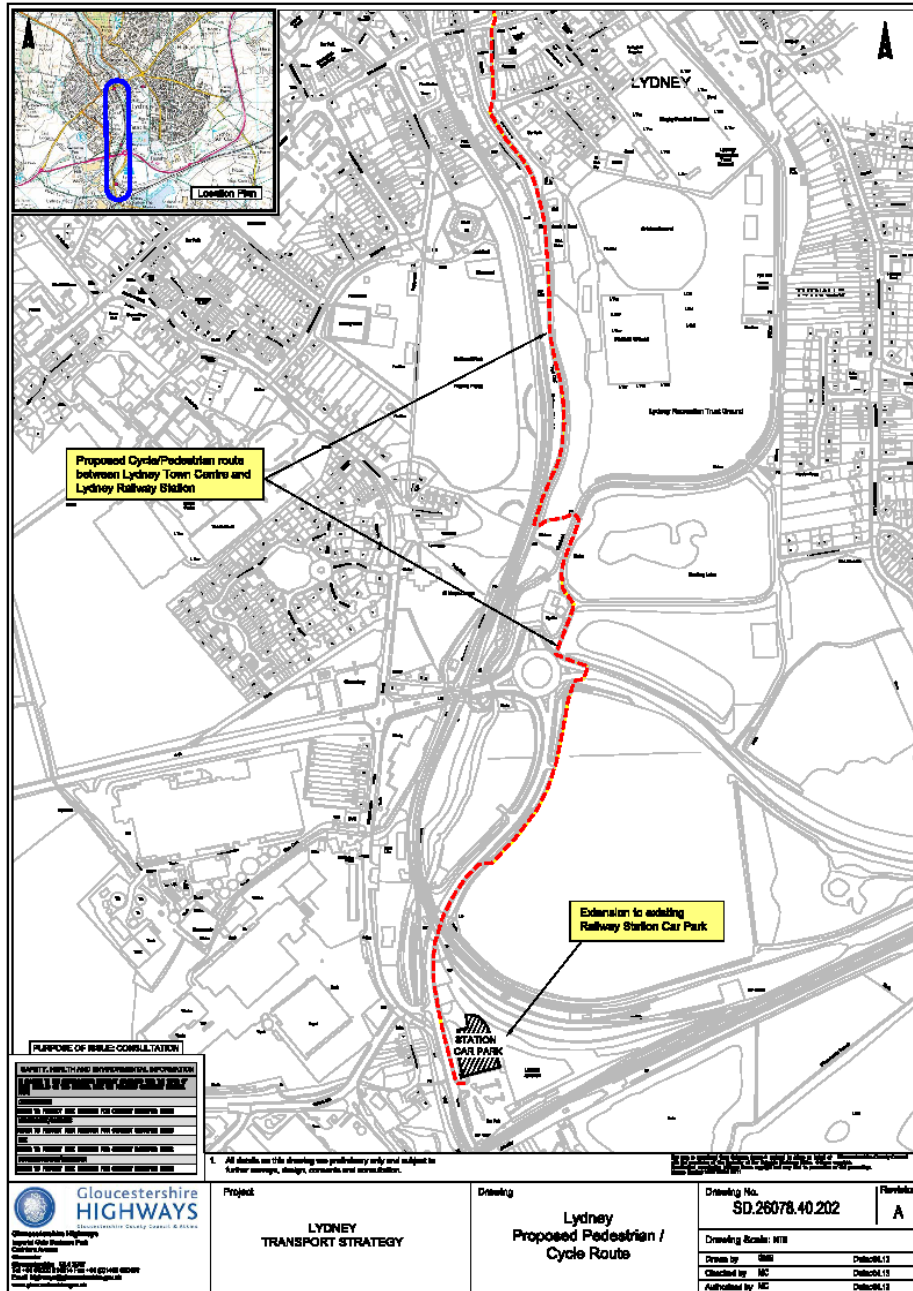
Cycle link from Town Centre to Lydney Railway Station

REF: 02

Source:	A LEP Bid (GLTB Proforma) - Lydney Transport Strategy Lydney Revolutions - Lydney Neighbourhood Development Plan (NDP)
Funding Stream:	LTS Phase 1 - provisional funding allocation through Growth Fund and s106.
Indicative Cost Band:	£100k-500k
Key Partners	Network Rail
Timescale	0-2 years
Interdependency	Cycle parking must be in place at either end of the proposed route (Schemes

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Figure 7.4 Proposed alignment for town centre to the railway Station cycleway



Re-open the Underpass on Station Road

REF: 03

Source: A LEP Bid (GLTB Proforma) - Lydney Transport Strategy , Network Rail Master Plan

Funding Stream: LTS Phase 1 - provisional funding allocation through Growth Fund and s106.

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Indicative Cost Band:	£100k-500k
Key Partners	Network Rail
Timescale	0-2 years
Interdependency	n/a

Figure 7.5 Current condition of the underpass on Station Road



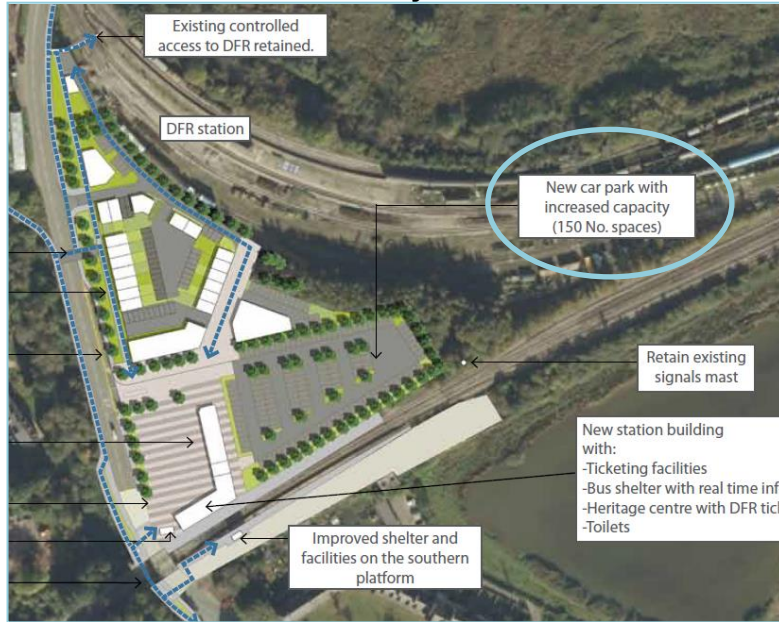
Car parking extension at Lydney Railway Station

REF: 04

Source:	A LEP Bid (GLTB Proforma) - Lydney Transport Strategy GCC Officer Engagement Meeting
Funding Stream:	LTS Phase 1 - provisional funding allocation through Growth Fund and s106. Possible contribution to lease costs (for one year) through LSTF 2015/16 revenue funding.
Indicative Cost Band:	£100k-500k
Key Partners	Network Rail Lydney Town Council
Timescale	0-2 years
Interdependency	n/a

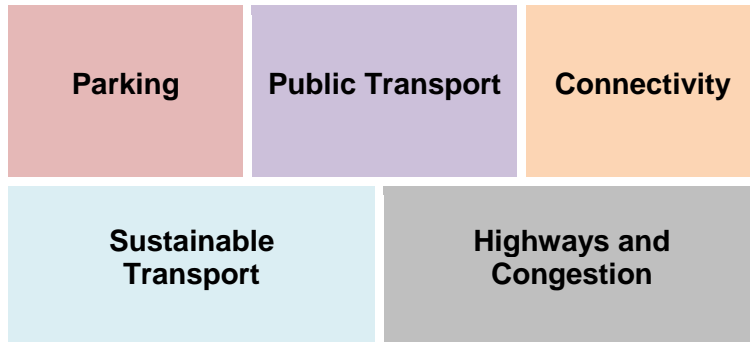
Capabilities on project:
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Figure 7.6 Car Park Extension at the railway station in the Network Rail Master Plan



7.3 Prioritised Scheme Themes

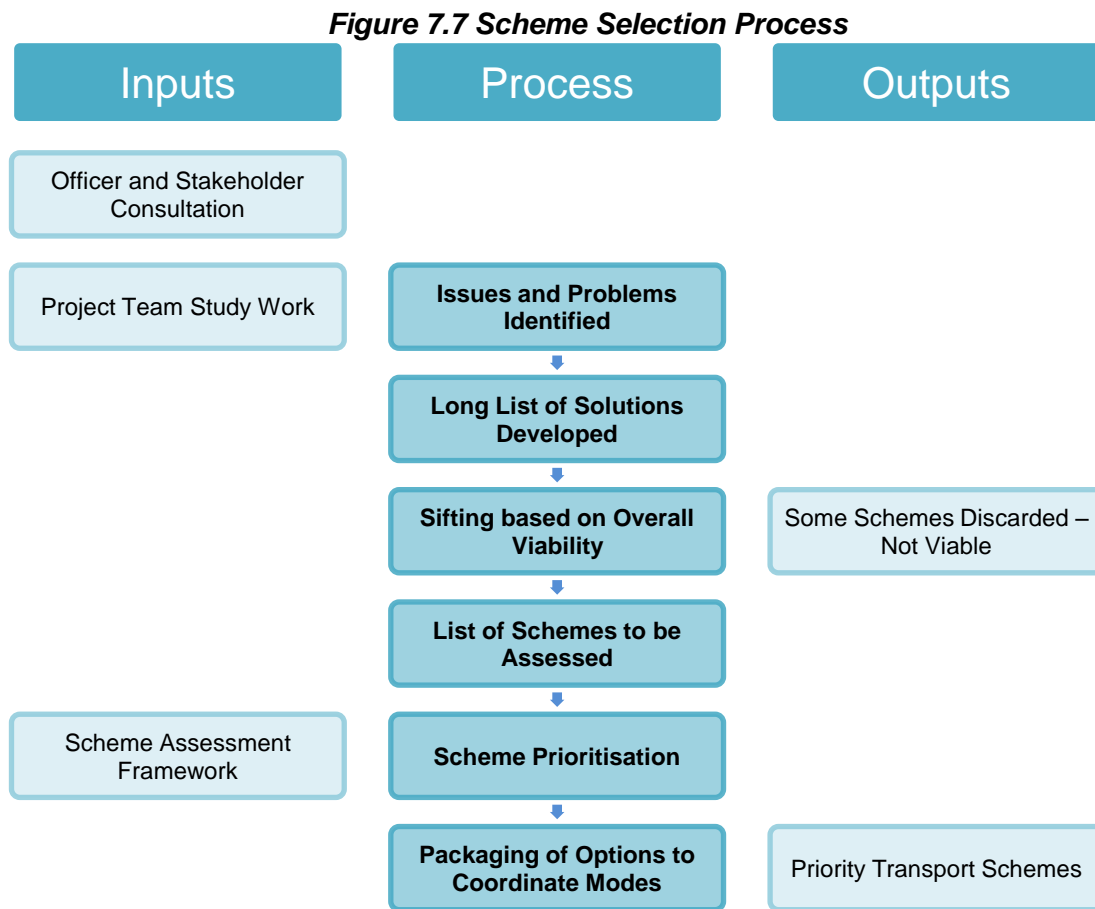
The proposals and schemes identified have been categorised according to 5 broad transportation themes. These are similar to those used during the issue identification process. Where schemes address environmental concerns regarding air quality and pollution, this has been highlighted within the outline scheme description. The broad themes are as follows:



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7.4 Scheme Selection Process

Once all the information regarding transport issues had been collated through consultation, document review and a study area audit, existing scheme proposals and new schemes were then collated. These potential schemes have come from a number of sources including GCC, Lydney NDP, and the Network Rail Mater Plan amongst others, coupled with stakeholder engagement meetings. This effectively created the long list of schemes which needed to be sifted based on whether they were affordable, deliverable or feasible, enabling the elimination of any schemes which were not perceived worth progressing. We could then undertake a scheme prioritisation exercise on the remaining viable schemes to determine where the priorities lay. **Figure 7.7** outlines the scheme selection process, with subsequent sections explaining the specific detail of each stage.



7.4.1 Long List of Solutions

As outlined above, the initial task involved the collation of existing issues throughout the study area. Consequently, a long list of associated schemes that would address all issues across the transport network was created. This long list comprised 43 solutions, classified into the relevant transport themes.

7.4.2 Viability Sifting

The viability of the 43 schemes was then assessed according to 3 criteria, including:

- Scheme cost;

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- Feasibility; and
- Deliverability.

A RAG status was then applied to each scheme to determine overall viability of the scheme. Red demonstrating that the issues associated with that criteria meaning there were significant risks with implementing the scheme. An amber rating suggests there are significant barriers to delivery and green demonstrates that there are no significant barriers to implementation.

After this high level assessment, schemes deemed red according to any of the 3 categories were ruled out and removed from the prioritisation process. 3 schemes were identified as unfeasible, as demonstrated in **Table 7.1** below.

Of the remaining 40 schemes, 4 have funding in principle and are detailed in Section 7.2. The remaining 36 unfunded schemes were then taken forward for prioritisation.

Table 7.1 Schemes removed from prioritisation

Scheme removed at High Level Deliverability Scoring	Reason	Is the scheme affordable?	Is the scheme feasible?	Is the scheme deliverable?
Pedestrianisation of Newerne Street (between Albert St and Forest Rd)	Scheme covers an area too extensive for pedestrianisation, with a need for vehicle access to residential areas.	Green	Red	Amber
Bream Road Relief Road	The highway authority has not reviewed the scheme. The proposed alignment would be severely substandard and level of traffic flows and benefits would not justify the level of expenditure needed.	Red	Red	Amber
Link Road to industrial estate from the Bypass	Topography of the area coupled with crossing the rail line affects the feasibility of this scheme considerably. Funding such a scheme is also seen as a barrier to its progression.	Red	Red	Amber

7.4.3 Scheme Prioritisation

Each of the viable proposed schemes have been assessed and prioritised against relevant policy targets and objectives as well as against their capacity to address the issues identified in this report. The maximum score a scheme proposal could potentially attain during the prioritisation process was 93, broken down as follows:

- 63 available through addressing each of the 21 relevant LTP3 objectives; and
- 30 available through addressing up to 10 transport issues facing Lydney.

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7.4.4 Scoring against LTP3 Indicators

As policies and strategies will interact with the development and the delivery of transport improvements over the coming years, each of the proposed schemes were assessed and prioritised against relevant policy targets and objectives.

Gloucestershire's Local Transport Plan (LTP3) sets out four overarching objectives which are divided into 21 indicators. Each of 36 schemes was scored against those indicators. **Table 7.2** shows a list of Gloucestershire's Local Transport Plan objectives with associated indicators.

Table 7.1 Gloucestershire's Local Transport Plan Objectives and Indicators

A Greener, Healthier County	CO2 reduction from Local Authority Operations
	per capita reduction in CO2 emissions in the LA area
	Children Travelling to school – mode of transport usually used
	Local Bus Passenger Journeys
	Annualised index of cycling trips
	Number of walking trips (potentially available from Household Survey Data)
	Number of Air Quality Management Areas
	Congestion: Changes in peak period traffic flows to urban centres
	Congestion (vehicle delay)
	HGV Growth
Sustainable Economic Growth	Average Journey Time per mile during morning peak
	Principal roads where maintenance should be considered
	Non principal classified roads where maintenance should be considered
	Working Age People with Access to Employment
A Safer, Securer Transport System	People Killed or seriously injured in road traffic accidents
	Children Killed or seriously injured in road traffic accidents
	Children Travelling to school – mode of transport usually used
	Local Bus Passenger Journeys
	Footway condition
	Annualised index of cycling trips
	Satisfaction with local bus services
	SCRIM Deficiencies (Skidding Resistance)
Good Access to Services	Access to services and facilities by public transport, walking and cycling
	Working Age People with Access to Employment
	Footway condition

The scoring system that has been used to assess each of the 36 schemes against the LTP3 indicators is provided in **Table 7.3**, below. A score between 3 and -3 was given for each indicator based on how well the scheme performs in supporting and enabling the achievement of each indicator.

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Table 7.3 LTP3 objective scoring system

Score	
3	Significant positive contribution
2	Moderate positive contribution
1	Slight positive contribution
0	No contribution
-1	Slight negative contribution
-2	Moderate negative contribution
-3	Significant negative contribution

Table 7.4 demonstrates an example of how the ‘Cycle Route Package for Lydney’ proposal has been scored against a selection of indicators.

Table 7.4 Scoring against LTP3 Indicators – Cycle Route Package example

Scheme	Indicator	Score	Reason
Cycle Route Package for Lydney	Children Travelling to school – mode of transport usually used	2	This scheme will encourage children to cycle to school through the provision of safe cycle paths to schools
	Congestion (vehicle delay)	1	A mode shift during the peak periods will result in a slight improvement in congestion
	HGV Growth	0	The scheme will not have an impact on HGV growth
	Working Age People with Access to Employment	2	The scheme will provide a moderate improvement to the working age people’s access to employment

Once all of the scores were defined for each of the 36 schemes, a total score was derived and used to understand the level at which each scheme contributed to LTP3 indicators.

7.4.5 Scoring based on Lydney transport Issues

The proposal to deliver sustainable links between the development and the town centre and schools has been judged to address 10 transport issues that face Lydney. This is the highest number of issues that any single proposal addresses and has been used to determine the ‘maximum’ potential impact of a scheme with regard to addressing issues identified.

During GCC officer engagement, the 31 transport issues facing Lydney were broadly prioritised and classed as tier 1, 2 and 3 priorities, as outlined in **Table 7.5**. Schemes that addressed a ‘tier 1 priority’ were given a score of 3 for that issue, a score of 2 for addressing ‘tier 2 priority’ issue and a score of 1 for ‘tier 3 priority’ issue. With a maximum of 10 issues being addressed by any particular scheme, a theoretical score of 30 could be achieved according to a proposals ability to address Lydney transport issues.

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Table 7.5 GCC Officer issues prioritisation

	Issues
Tier 1 Priority	Sustainable transport for out commuting
	Lack of parking at Lydney Railway Station
	Town Centre congestion at Bream Rd/Hill St Junction
	Inadequate cycling route(s) to Lydney Railway Station
	Connectivity to New Developments (in particular pedestrian/cycling)
	Links from the developments to the station
	Town Centre congestion at Forest Rd/Newerne St Junction
	Connectivity with The Forest of Dean
	Train Frequency
	School travel plans
Tier 2 Priority	Multimodal connectivity
	Wayfinding (from station in particular - but everywhere)
	Air Quality in Lydney
	Proposed development will further strain current transport infrastructure.
	Bus Frequency
	Safety concerns regarding pedestrian facilities at the at-grade crossing on Station Rd
	Inadequate pedestrian route(s) to Lydney Railway Station
	Lack of pedestrian routes to Bus Station
Tier 3 Priority	Severance - Station to Lydney Junction
	Inappropriate crossing at North Junction with Bypass
	Interference between Industrial vehicles and Tourism activities on Harbour Rd
	Resident Parking
	Lack of cycling routes to Bus Station
	Pinch point on a known HGV route
	Town Centre congestion at Albert Street/Newerne St Junction
	High proportion of goods traffic into the Town Centre
	Naas Lane congestion could be an issue due to new developments
	Strategic HGV Movements
	Lack of pedestrian facilities on Forest Rd
	Poor lighting, surfacing, legibility of signage on existing connection from Station to Church Road
	Connectivity between Schools and proposed developments

7.4.6 Scheme prioritisation outcome

The total prioritisation score based on how well a scheme meets LTP3 objectives and addresses transport issues has been used to produce a priority list of transport options for Lydney. The full prioritisation of options is provided in **Appendix A**, with the associated methodology in **Appendix B**. **Table 7.6** is a summary of the schemes and their relative priority.

Table 7.6 Relative Scheme Priority

Reference	Scheme	Priority
05	Sustainable links between the developments and the town centre, schools and rail station	1
06	Cycle Route Package for Lydney	2
07	School Travel Plans	3
08	Workplace Travel Plans	4

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Reference	Scheme	Priority
09	Newerne Link Road (Reduced Scheme)	5
10	Lydney Railway Station Interchange (revamped Rail Station) - Interconnectivity	6
11	Cycle parking provision at Lydney Railway Station	7
12	A48 North Junction improvement (Highfield Road/ Bypass)	8
13	Develop a Public Transport Strategy for Lydney	9
14	Review of bus routes/timetables/patronage	10
15	Forest Road junction improvement (<i>linked to Newerne Link Road scheme</i>)	11
16	Highfield Hill / Lydney East Developments footpath routes	12
17	Reroute bus services to serve new development	13
18	Cycle Parking in the town centre	14
19	Albert Street junction improvement	15
20	Cycle Route to Parkend	16
21	Church Road cycle/footway	17
22	Oakdale to Station footpath route	18
23	Bream Road junction improvement (Phase 2. Capacity improvements)	19
24	Improved pedestrian access to Dean Forest Railway (DFR)	20
25	Introduce traffic calming measures on Bream Road	21
26	Toucan Crossing on Bypass (east of roundabout with Station Road)	22
27	Introduce traffic calming measures on Forest Road (Cycle priority)	23
28	Pedestrian Crossing at Highfield Road	24
29	Improved cycleway/footway to the Harbour	25
30	Park & Ride at Lydney Railway Station	26
31	Improve Pedestrian connection between Church Road and Station Road	27
32	Controlled Parking Zones	28
33	Electric charging points at Park & Ride and in town centre	29
34	Tourist Wayfinding	30
35	Wayfinding Strategy	31
36	Highway Signage Strategy	32
37	Tutnalls Street Link (Newerne Link Stage 2)	33
38	Improve Cycle/footway signage to the Harbour	34
39	Pedestrian bridge over the rail track at Station Road / pedestrian crossing	35
40	Spine Road for the Highfield Hill / Lydney East Developments	36

Full details of each scheme are provided in **Appendix C**, outlining the following information:

- Scheme description;
- Source of information;
- Funding detail;
- Indicative cost;
- Key partners; and
- Potential timescale for delivery.

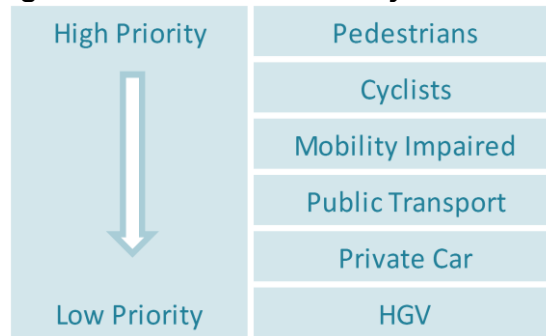
Capabilities on project:
Transportation

7.4.7 Additional Considerations

There are additional considerations when considering the value of each scheme:

- Timescale – Consideration should be given regarding the timescale for implementation of each scheme. This is broken into 3 periods:
 - 0 to 2 years ('Quick Win');
 - 2 to 5 years (Standard Delivery); and
 - More than 5 years (Complex Delivery).
- Route User Hierarchy – This should be considered when determining the ultimate direction of a scheme, in order to adhere to the principles of route user hierarchy. **Figure 7.8** provides the hierarchy of road users to be applied when designing a transport scheme.

Figure 7.8 Car Park Hierarchy of Route Users



7.5 Scheme Packaging

In order to achieve optimum benefits associated with transport enhancements in Lydney, the delivery of certain schemes which complement one another is necessary. Similarly, scheme proposals that fall in the same or similar locations need to be considered simultaneously. The prioritisation score, coupled with route user hierarchy, should be used to determine the ultimate direction of a package of schemes. There are a number of proposals that conflict, which has been identified in the 'interdependency' heading for each individual initiative.

Conclusion

8 Conclusion

This Issues and Options Report fulfils a policy based assessment of all the known transport schemes proposed to elevate current and potential transport issues facing the town of Lydney. This assessment has been informed by Gloucestershire County Council (GCC) LTP3 objectives, along with judgements based on feasibility, affordability and a prioritisation exercise undertaken during GCC Officer engagement. It is envisaged that through the implementation of proposed schemes located across the study area, many existing problems would be addressed, with increased mode choice and greater accessibility to routes through a mixture of increased awareness of sustainable travel options and infrastructure improvements.

This report supports collaboration between Lydney Town Council, Forest of Dean District Council, Gloucestershire County Council and key partners in the delivery of transport schemes for Lydney. Collaboration is important, not only on already funded projects to ensure effective and efficient delivery, but also in progressing toward future schemes. A number of interdependencies have been identified during the scheme option review, which demonstrates that certain issues and schemes should not be treated in isolation, rather packages of schemes should be considered, ensuring that benefits realised in one area do not obstruct efforts to improve other transportation infrastructure and provision.

The assessment provides a full list of prioritised schemes, which includes those that are considered viable options and are not yet subject to funding in principle. The list is an indicative prioritisation and forms a framework to be taken into consideration regarding future funding opportunities and decisions for transport schemes in Lydney. Prioritisation is considered important to identify the schemes that have the potential to affect the greatest change and bring about the most benefit regarding transport issues facing Lydney.

Appendices

Appendices

Appendix A – Scheme Assessment Framework

Appendix B – Prioritisation Protocol

Appendix C – Scheme Summary

Appendix D – Document Register